

5.1 SUMMARY

In September-November 2003, URS Corporation conducted a Phase I / Phase II survey of historic architectural resources within the APE for proposed US Route 13 Pedestrian Sidewalk Improvements in Dover, Kent County, Delaware for the Delaware Department of Transportation (DelDOT). The US Route 13 Sidewalk Improvements project is part of several improvements to US Route 13 (DuPont Highway) in Dover between Townsend Boulevard and College Road at Delaware State University. These improvements may include adding new sidewalks, relocating existing sidewalks, curbs, ramps, crosswalks, and median refuge islands; adding pedestrian signal heads to existing traffic signals, regulatory and warning signage and striping; and building traffic calming roadway treatments. DelDOT, assisted by URS, developed and defined the limits of the APE in consultation with the Delaware State Historic Preservation Office (SHPO). The APE is defined by those properties adjacent to US Route 13 that will be directly and physically affected by the proposed improvements.

There are no historic resources currently listed in the NRHP located within the project APE. The eleven (11) surveyed buildings within the APE were recorded on Delaware Cultural Resource Survey (CRS) forms and were evaluated for their eligibility for listing in the National Register of Historic Places (NRHP), either individually or as part of one or more historic districts. The 11 surveyed resources were evaluated according to the NRHP Criteria for Evaluation and their level of integrity.

The research design involved a review of previously written historic contexts, identification of predominant property types, and the establishment of criteria for evaluation of resources within designated time periods and according to property types. The surveyed architectural resources fall within the Urbanization and Early Suburbanization (1880-1940 +/-) and "World War II and Suburbanization (1940-1960 +/-)" periods. Predominant property types encountered were residential suburban dwellings and commercial roadside architecture.

URS finds that much of the methodology used for the development of the 1992 historic context for suburbanization in the vicinity of Wilmington, Delaware, 1880-1950 +/-, as well as the 1992 *Historic Context for the Evaluation of Commercial Roadside Architecture* (LeeDecker et al.) is applicable and useful in the analysis of potentially historic resources in the US Route 13 project area.

5.2 RECOMMENDATIONS

Recommendations for individual eligibility for listing in the NRHP are presented in the table below. Detailed evaluations for each property using evaluation criteria established in the research design have been included in Section Five of this report.

Many of the surveyed sites related to the twentieth-century development of residential suburbs and commercial roadside architecture. Collectively, the surveyed properties do not form an identifiable, unified entity or concentration that is "united historically or aesthetically by plan or physical development."

Because several of the properties in the APE will achieve fifty years of age within the next several years, it is important that these resources are documented and evaluated as the US Route 13 Sidewalk Improvements project continues. In addition, if it is determined that any historic

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Summary, Conclusions, and Recommendations

properties with be adversely affected by the project, then consultation between the SHPO and DelDOT should be undertaken to mitigate the undertaking.

1. DelDOT should submit this Determination of Eligibility report along with accompanying CRS forms and documentation to the SHPO and seek concurrence with the report findings and NRHP evaluations of the surveyed resources within the project APE.
2. Because several additional properties in the APE will achieve fifty years of age within the next several years, it is important that these resources are documented and evaluated as the US Route 13 Sidewalk Improvements project continues. In particular, the Kirby & Holloway sign (CRS # 7228), erected in 1962, may need to be re-evaluated at a later date for its NRHP-eligibility under Criterion C. The sign may become NRHP-eligible for embodying the distinctive characteristics of a mid-20th century neon-lit roadside sign with distinctive design characteristics. As a result of this re-evaluation of NRHP-eligibility, if it is determined that any historic properties will be adversely affected by the US Route 13 Sidewalks Improvement Project, then consultation between the SHPO and DelDOT should be undertaken to determine the nature of effects to historic resources and to avoid or mitigate any adverse effects from the undertaking.

CRS #	Property Name	Property Address	Date	Retains Integrity?	NR Eligibility
K-6993	House (Adventure Travel)	575 N. DuPont Highway	1941	NO	NO
K-6994	Lopez House	484 N. DuPont Highway	1947	NO	NO
K-7223	Shopping Center	462-470 N. DuPont Highway	1956	NO	NO
K-7224	House	583 N. DuPont Highway	1956	NO	NO
K-7225	House (Ewing Salon)	589 N. DuPont Highway	1950	NO	NO
K-7226	House	584 N. DuPont Highway	1945	NO	NO
K-7227	House	614 N. DuPont Highway	1950	NO	NO
K-7228	Kirby & Holloway Diner and Sign	656 N. DuPont Highway	1955; 1962	NO	NO
K-7229	Indian Motorcycles	696 N. DuPont Highway	1956	NO	NO
K-7230	Diamond State Jewelry	736 N. DuPont Highway	1936	NO	NO
K-7232	House	747-749 N. DuPont Highway	1945	NO	NO